



# 1<sup>st</sup> Street/Potomac Avenue, SE Safety Project

d.

Presentation to ANC 6D  
June 8, 2020

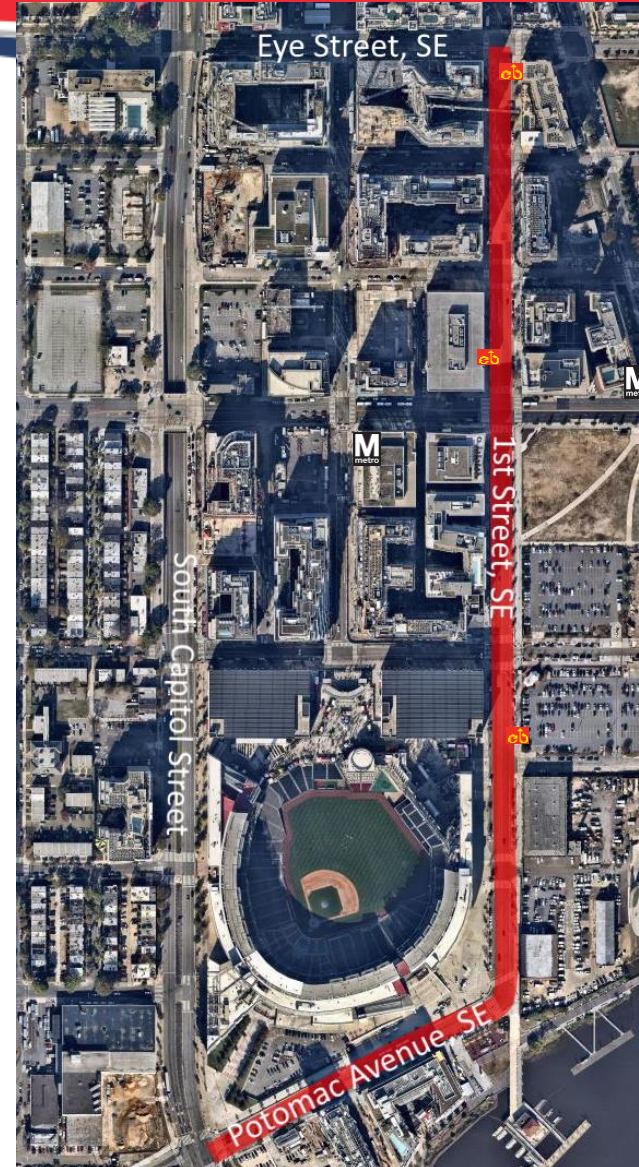
# Project Area



Navy Yard/Ballpark Station (Green Line)  
Walking distance to Capitol South (Blue/Orange/Silver)



Three Capital Bikeshare stations; 73,000 trips in 2019  
One planned Spring 2020



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North of M

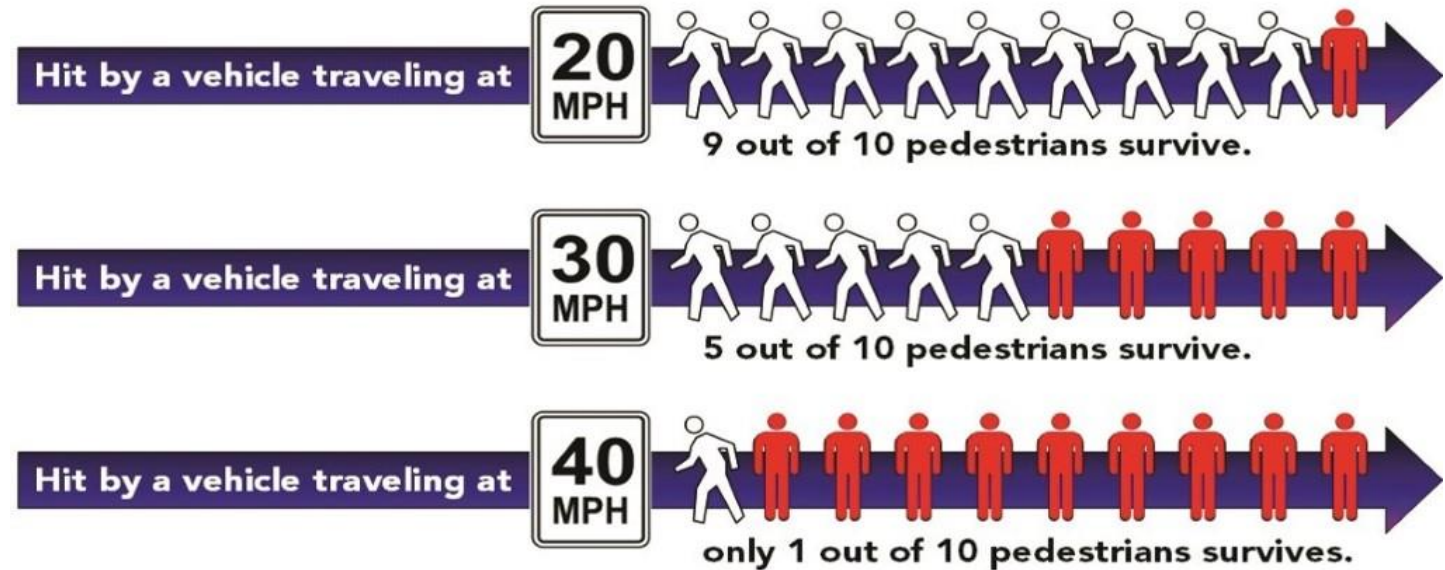
South of M





# Project Objectives

- Improve safety
  - Reduce vehicle speeds
  - Increase compliance with stop signs
  - Reduce crossing distances for pedestrians
  - Upgrade painted bike lanes to protected bike lanes
- Manage curbside demands
  - Reorganize curbside management to work for residents and businesses
  - Reduce obstruction of travel lanes
- Expand sidewalks and activate the curbside
  - Paint and posts
  - Tables and chairs



**Eye through M Streets, SE**

# Corridor Concerns

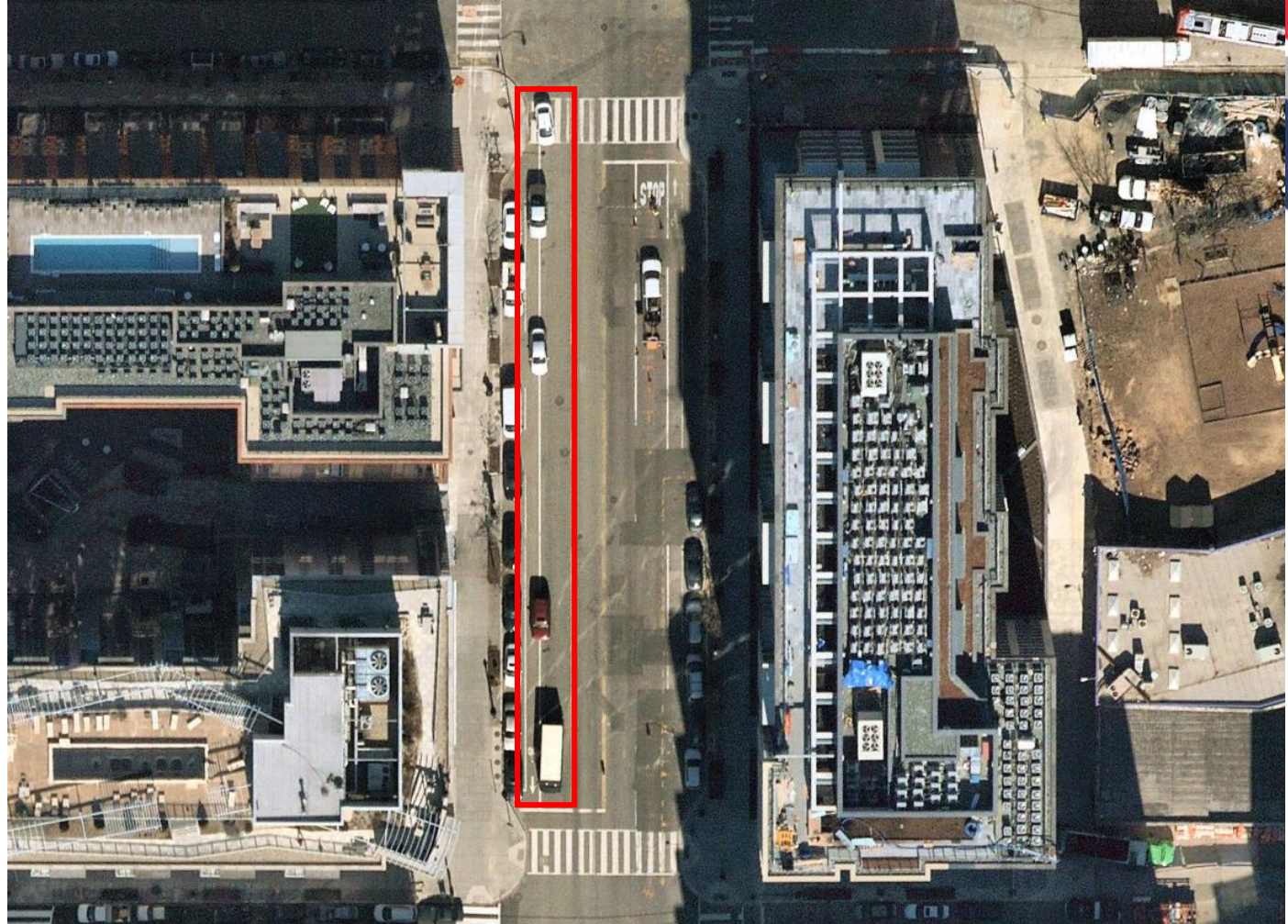
- High speeds
  - Wide street leads to increased speeds
  - "Multi-threat" crashes
  - 17 crashes with 22 injuries from 2015-2020
    - 7 'non-motorists' involved
- Non-compliance with stop signs
  - Multi-lane approaches increase speeds, reduce compliance
  - Driver ambiguity
  - Long pedestrian crossing distance
- Loading from travel lanes
  - Lack of dedicated curbside space
  - Swerving, weaving, unpredictable





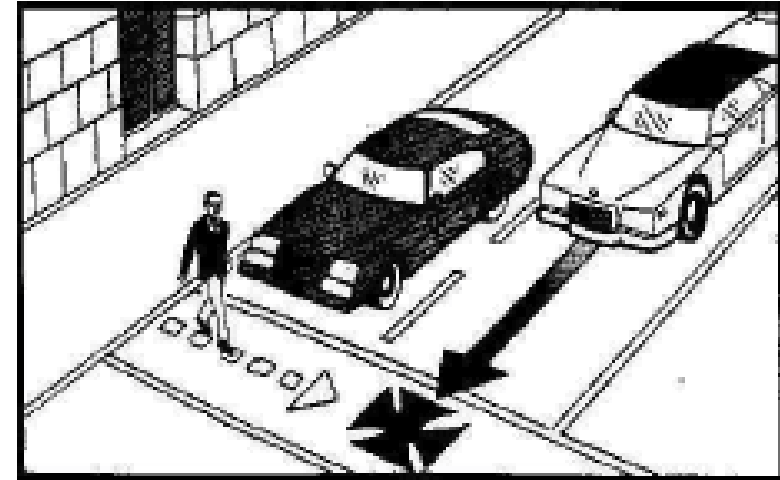
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# "Multi-Threat" Crashes

- *"...a crash type that occurs when a motor vehicle in one lane stops and provides a visual screen to the driver in the adjacent lane. The driver in the adjacent lane continues to move and hits the pedestrian"* - National Center for Safe Routes to School
- Two lanes at stop sign can lead to this
- Frequent near misses on corridor
- Large SUVs and improperly parked delivery vehicles obstruct stop signs



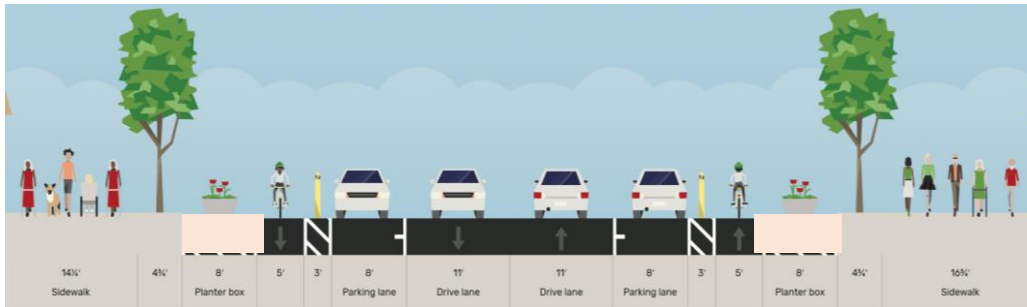
Federal Highway Administration



# Two vs. Three

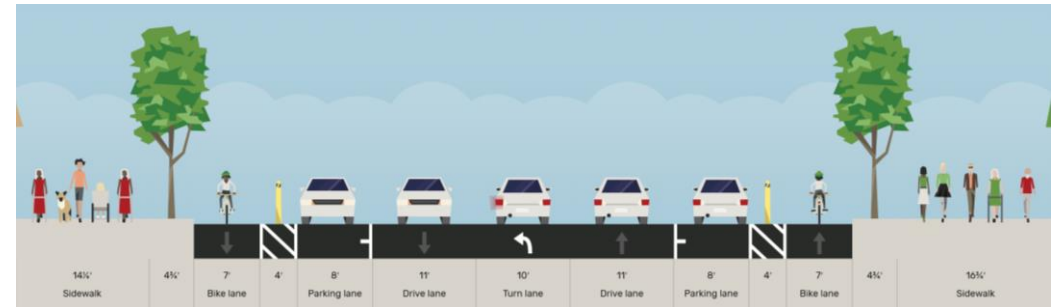
## Two Lanes

- One travel lane in each direction
- Parking lanes
- Protected bike lanes
- Curbside activation areas

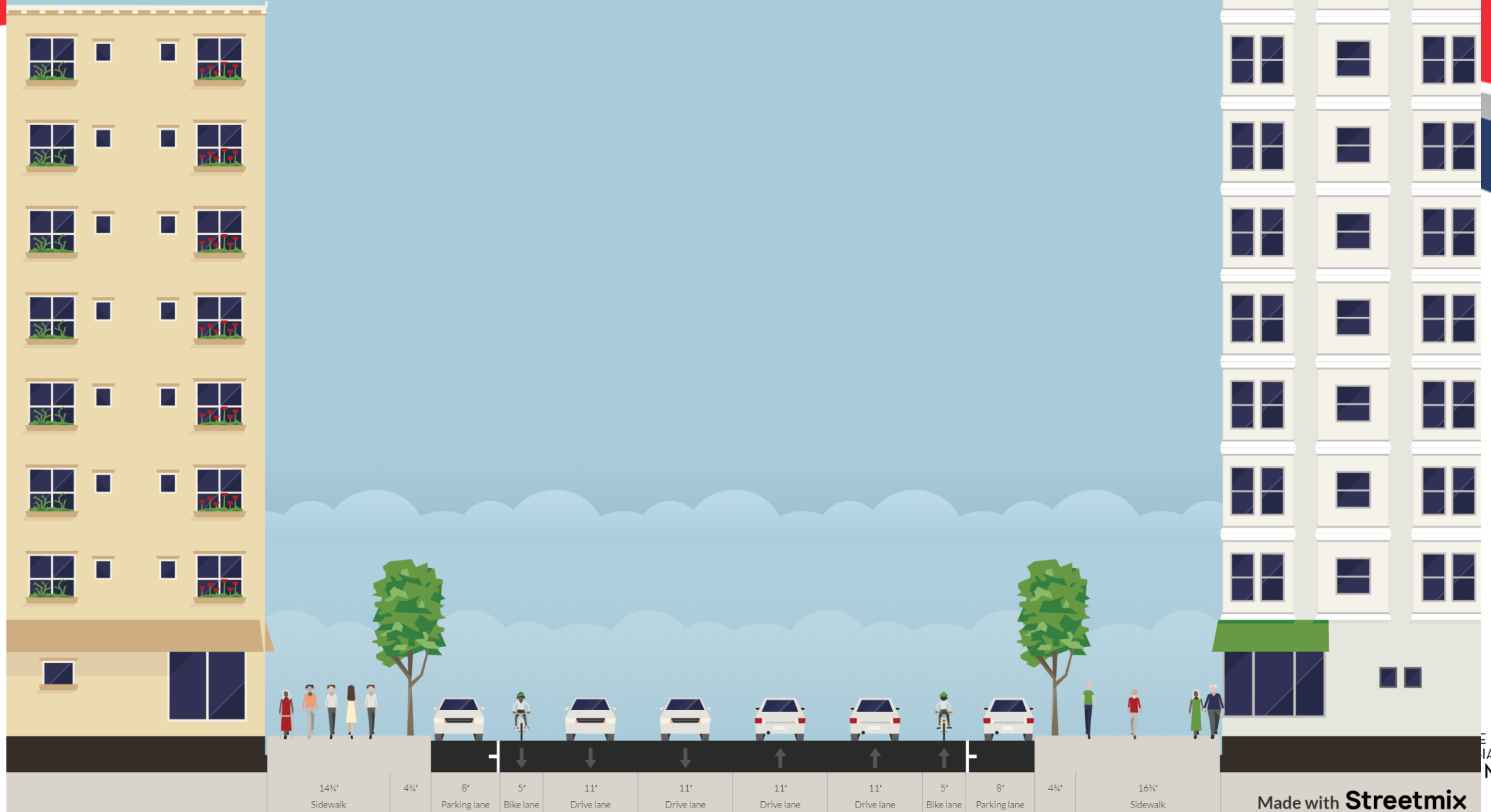


## Three Lanes

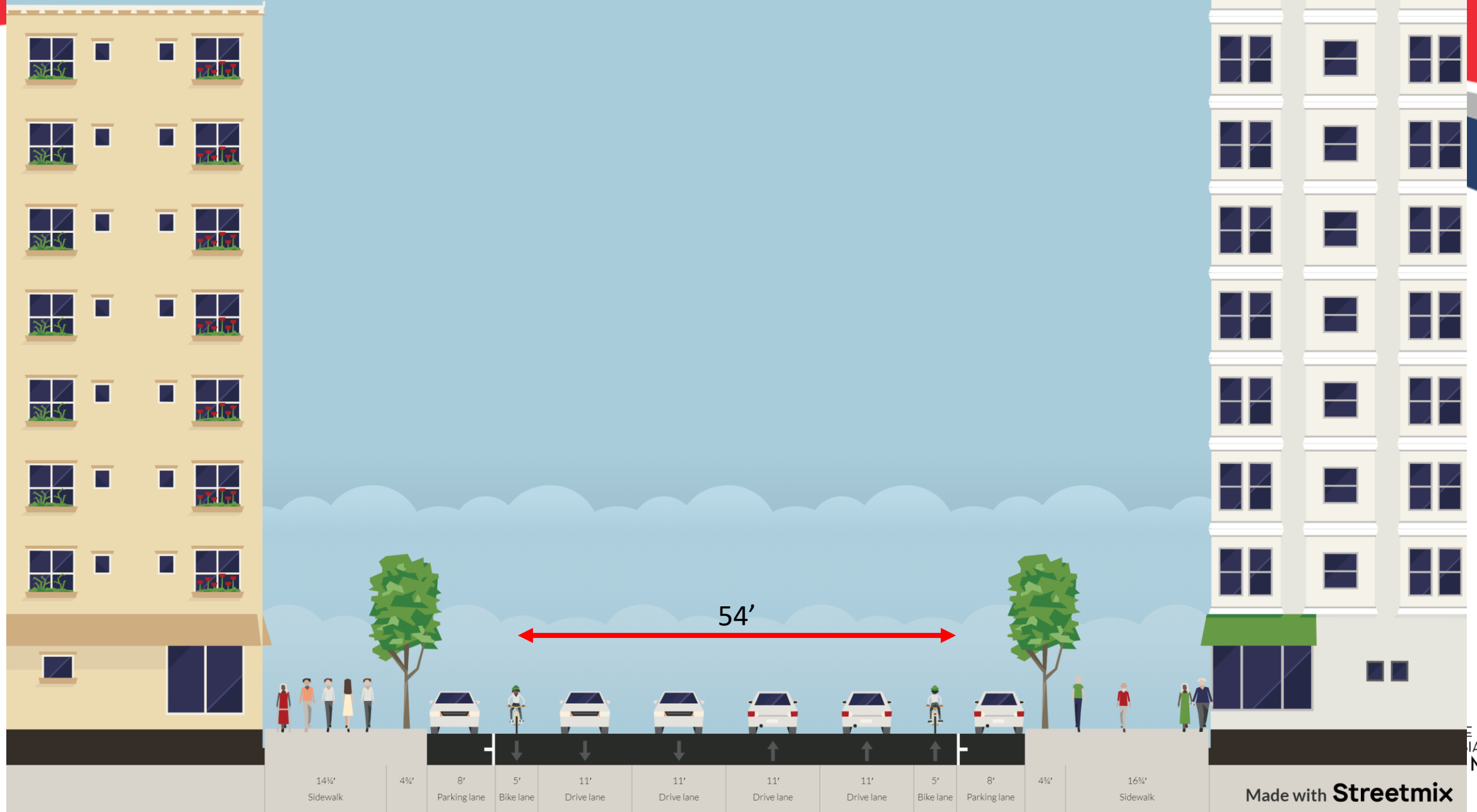
- One travel lane in each direction with left turn lanes at intersections
- Parking lanes
- Protected bike lane at curb



# Existing: 1st Street, SE: Eye through M Streets, SE

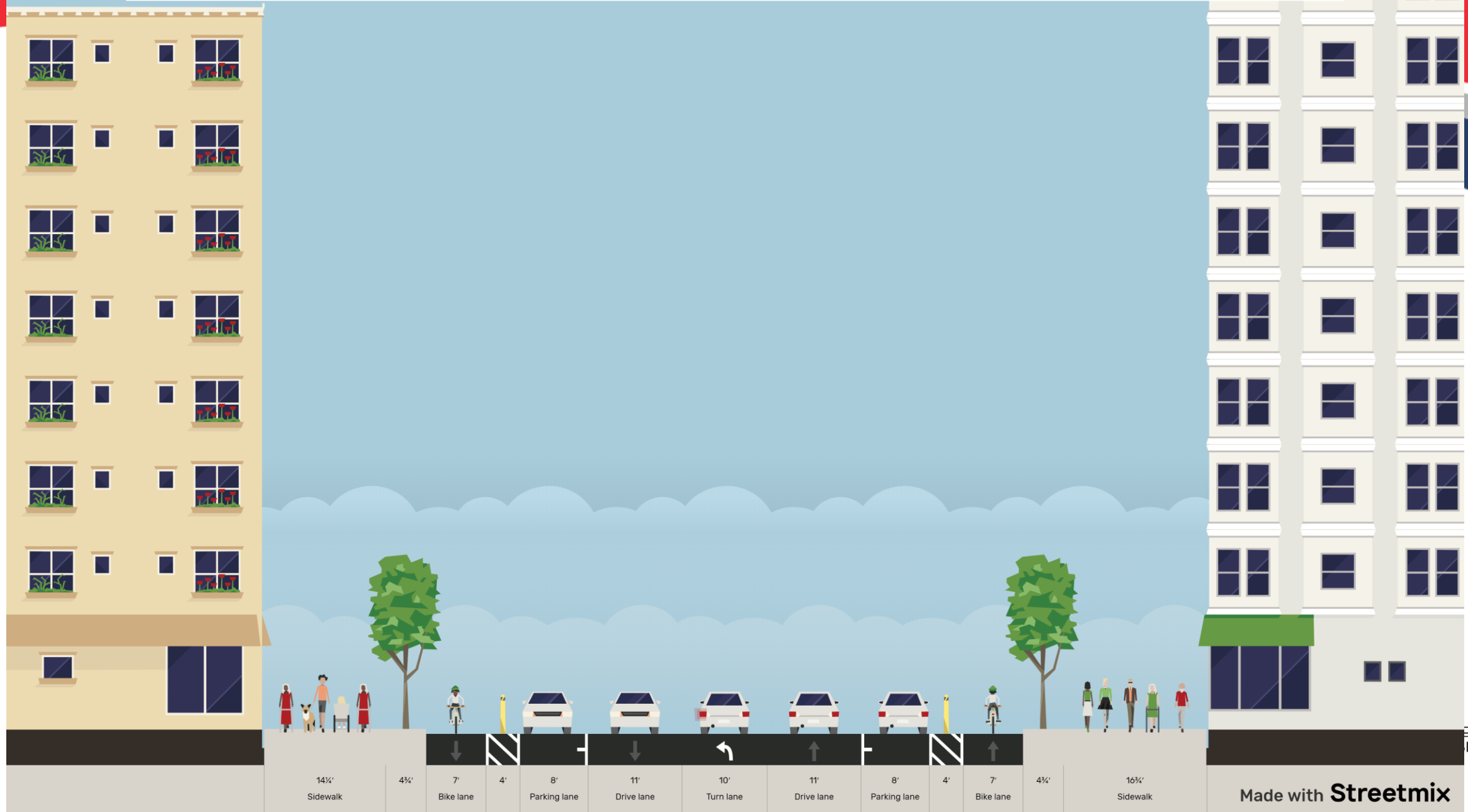


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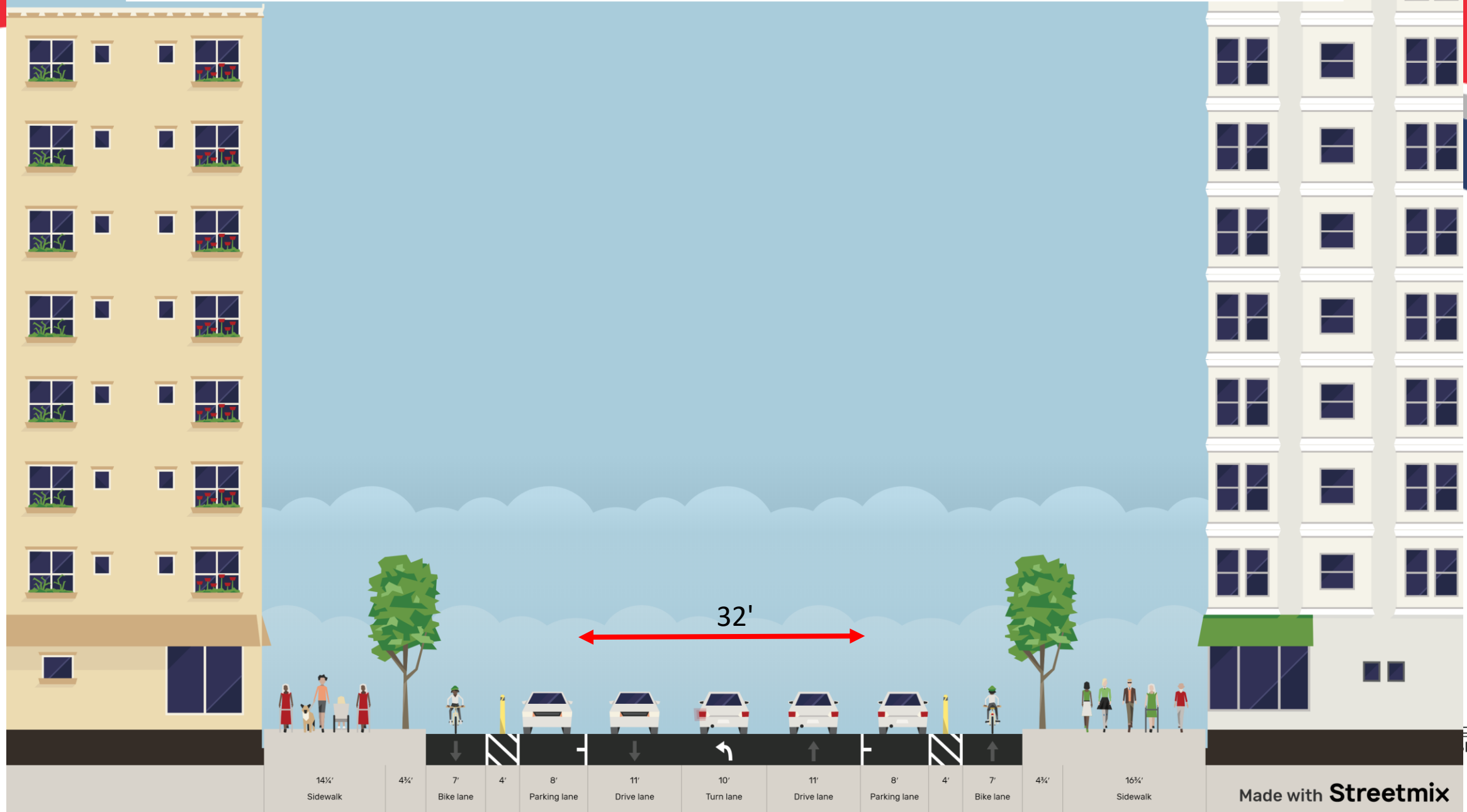




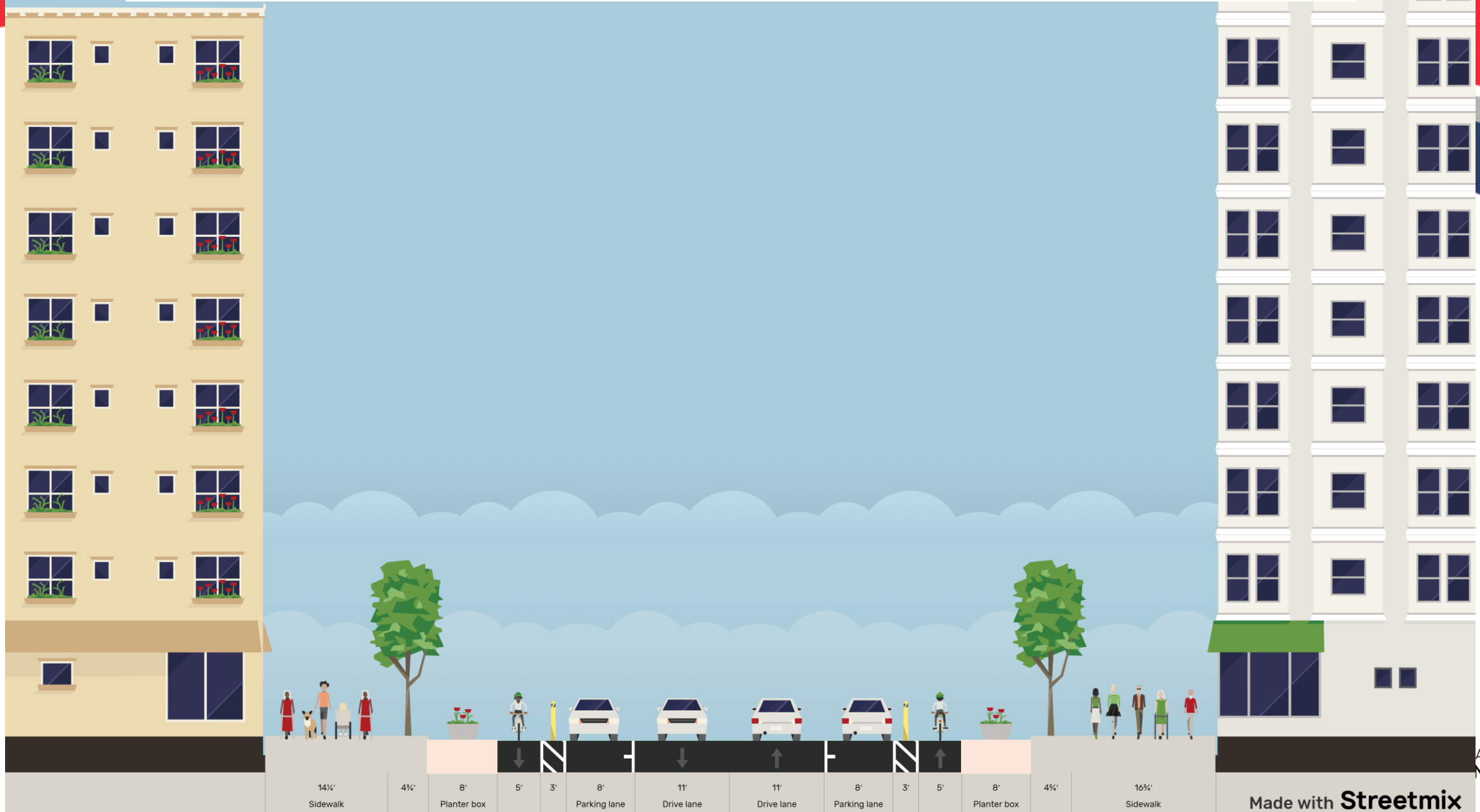
# Proposed: 1st Street, SE: Eye through M Streets, SE (3 lanes)



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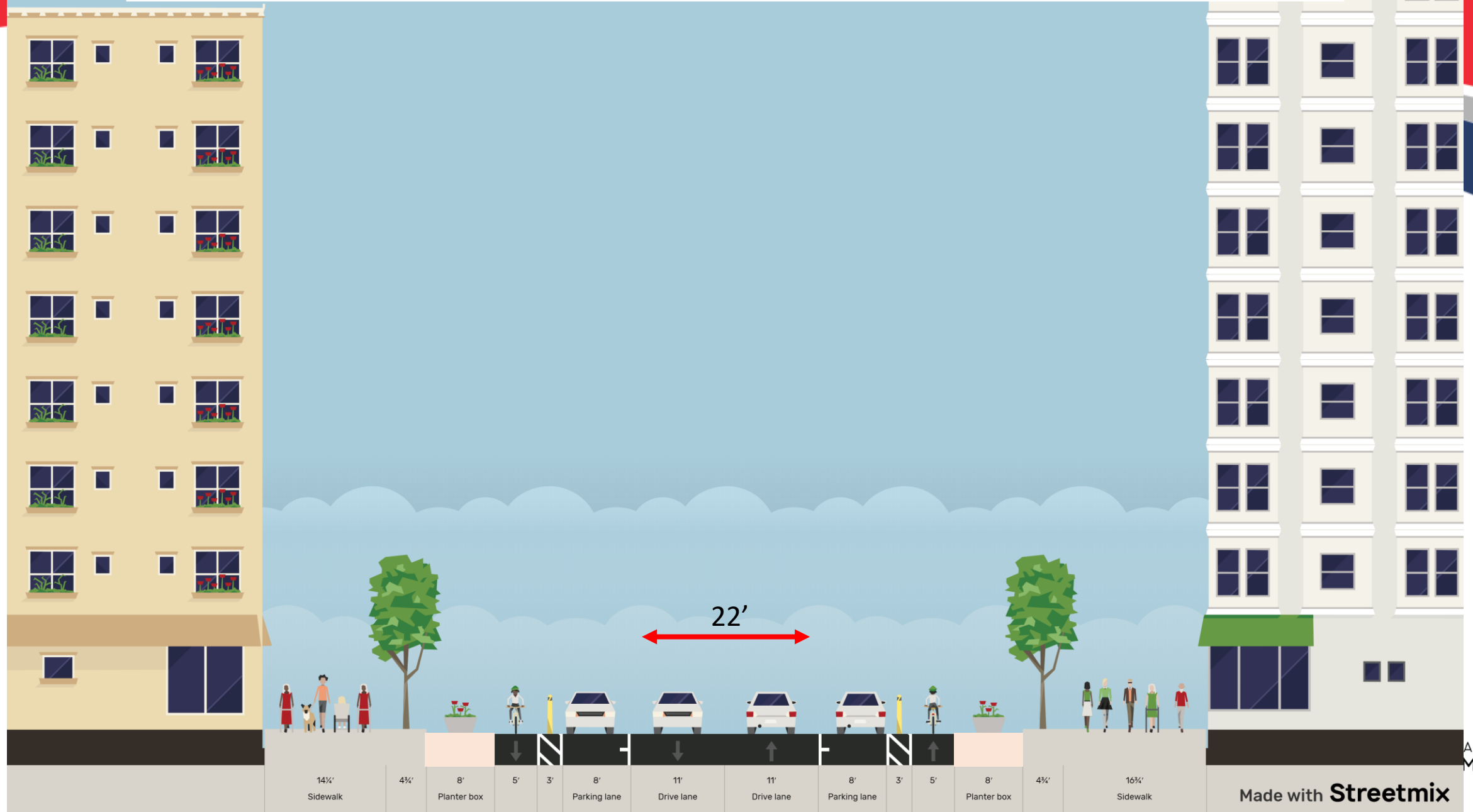


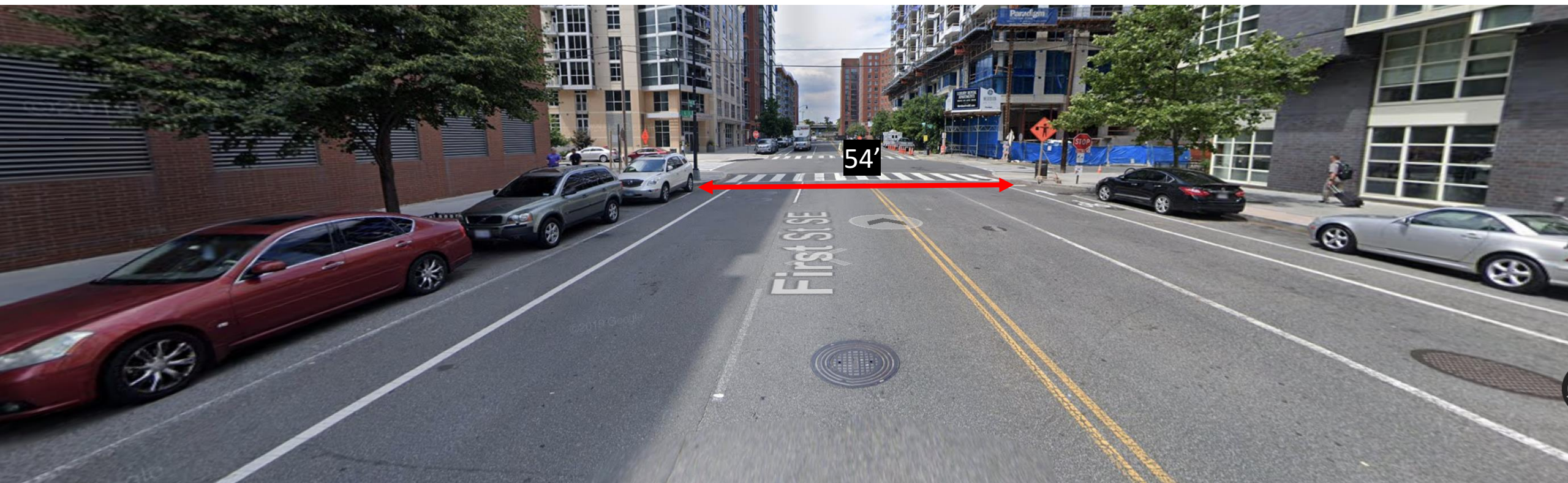
# Proposed: 1st Street, SE: Eye through M Streets, SE (2 lanes)



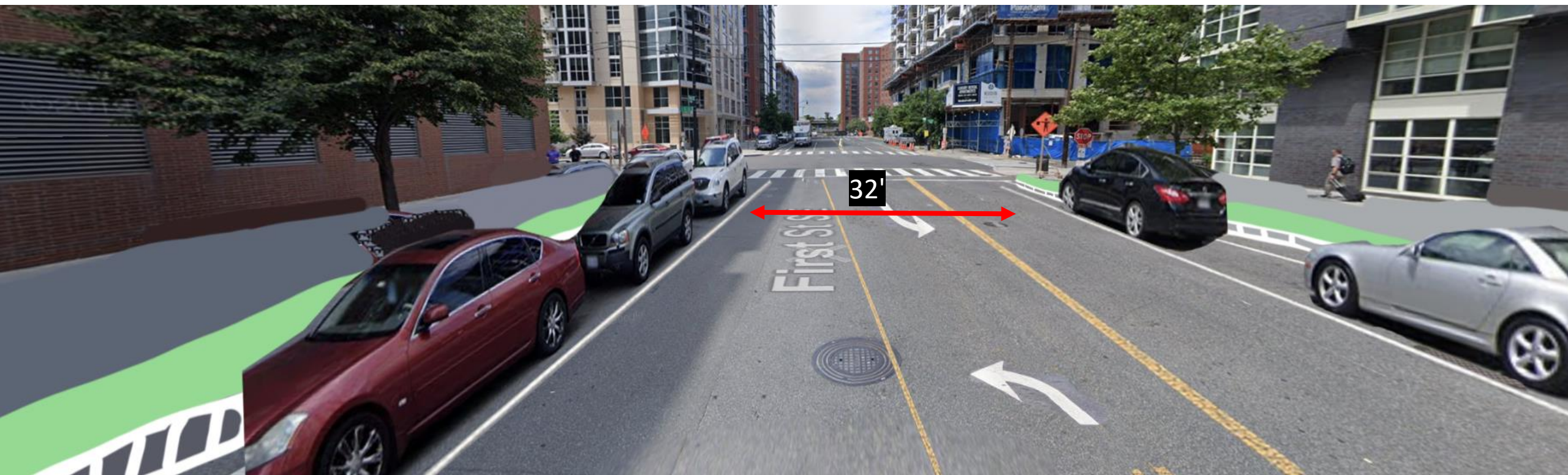


# Proposed: 1st Street, SE: Eye through M Streets, SE (2 lanes)







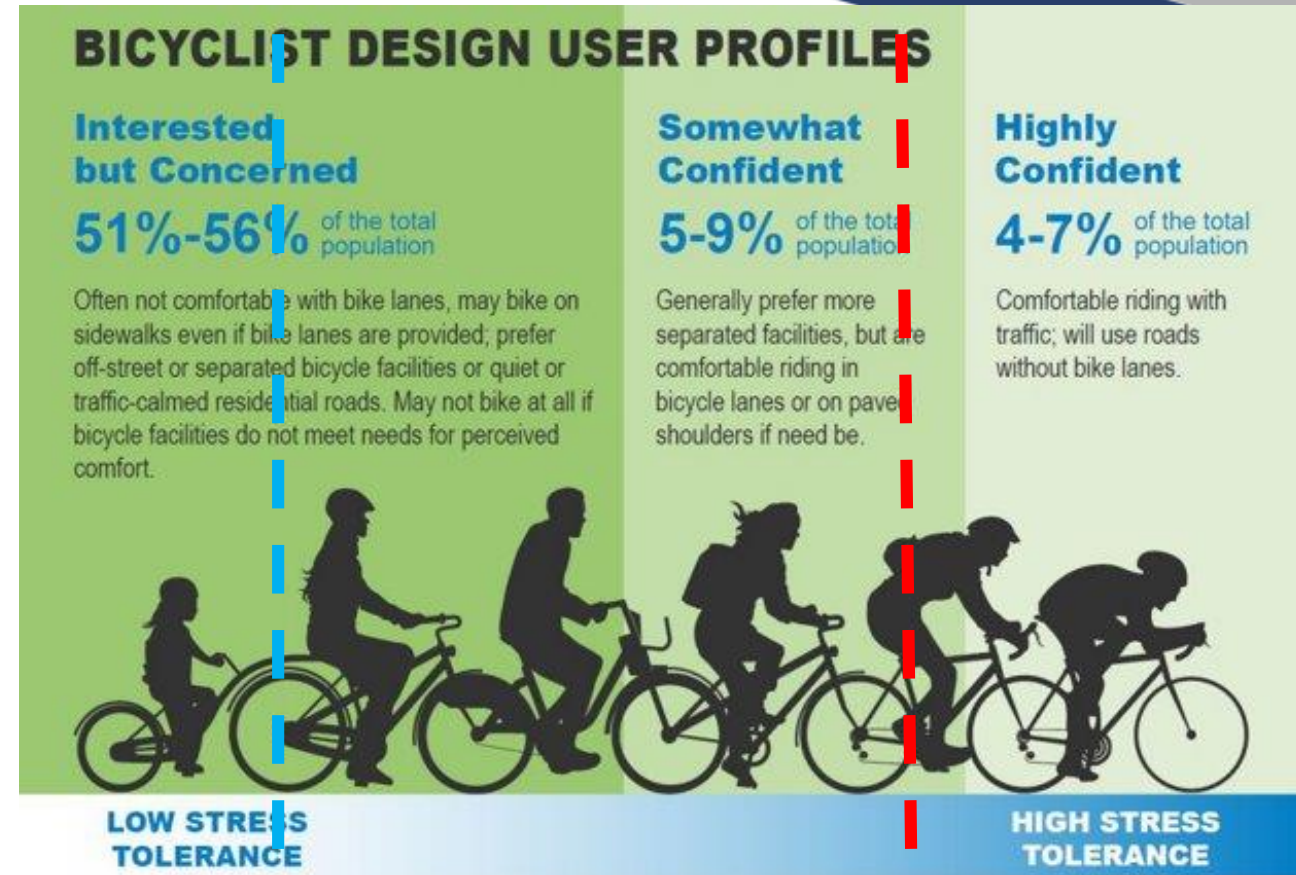






# Benefits

- Solves three main issues with corridor
  - High speeds
  - Non-compliance with stop signs
  - Loading from travel lanes
- Brings life" to 1st Street SE north of M
- Expands pedestrian space
- Expands protected bike lane network
- Discourages cut-through traffic
- Easily retrofitted



1st St/Potomac Ave Future

1st St/Potomac Ave Present



# Pedestrian Activation

- Partner with Capitol Riverfront to activate the space in **phases**.
- Engage with businesses and residents of the corridor to participate in both the **design** and the **programming** of the new pedestrian activation space.





# Phase One: Planters, Paint, and Murals





# Phase Two: Pop-up Furniture and further Programming



NACTO, LA

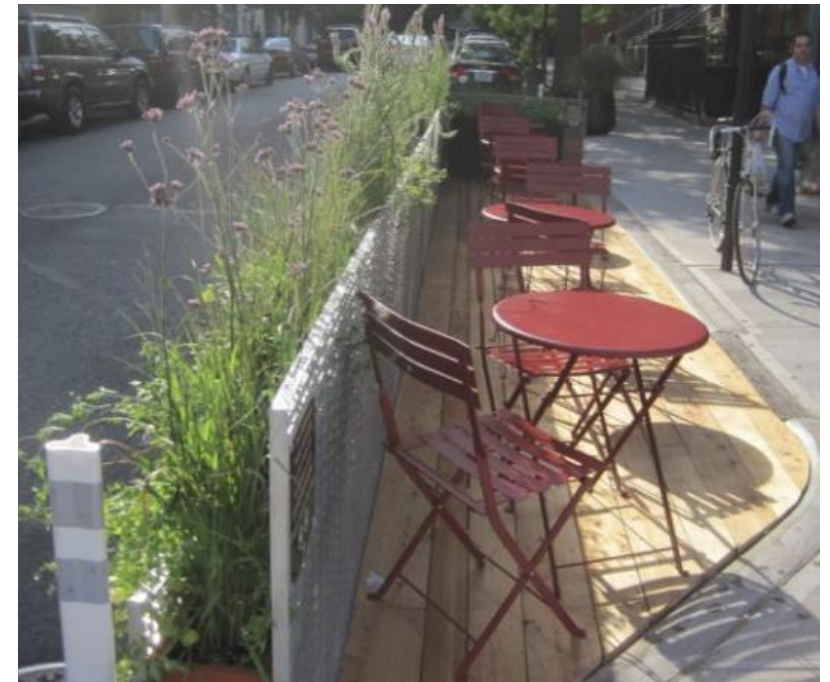
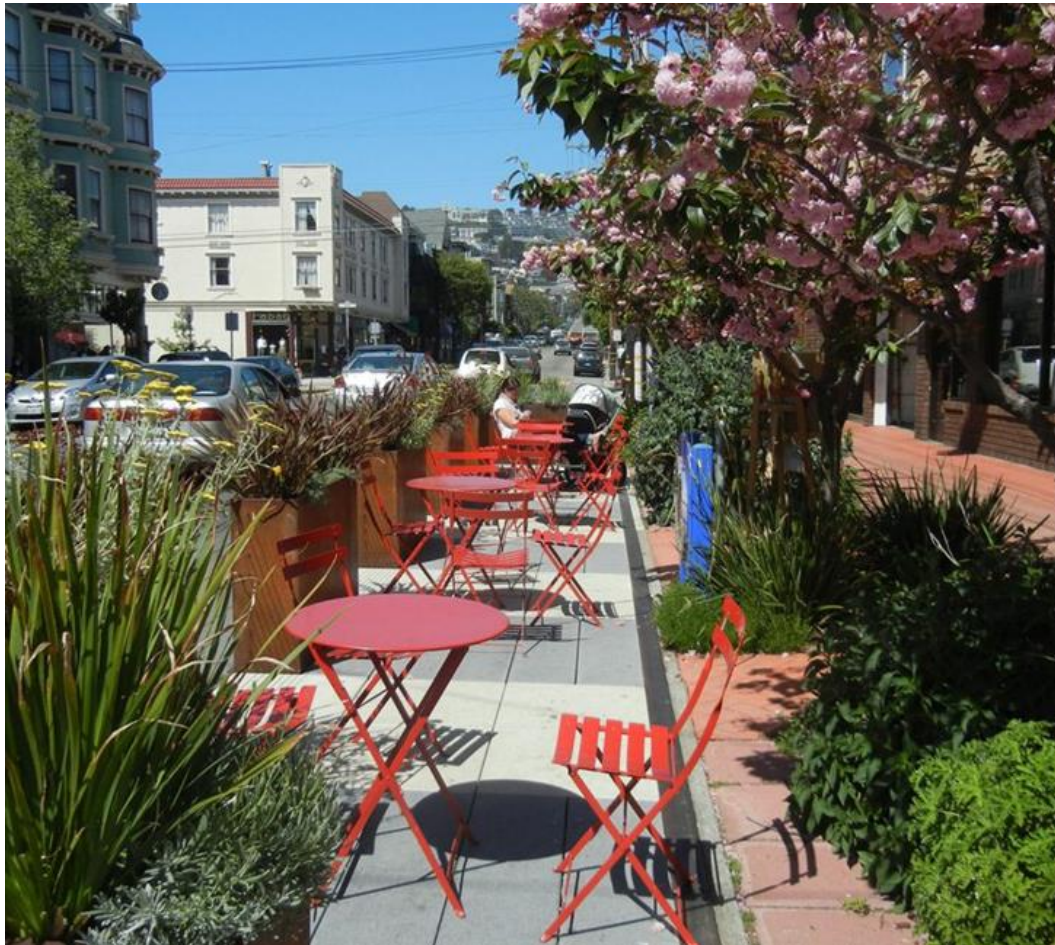


DDOT, Pennsylvania Avenue & H Street, NW



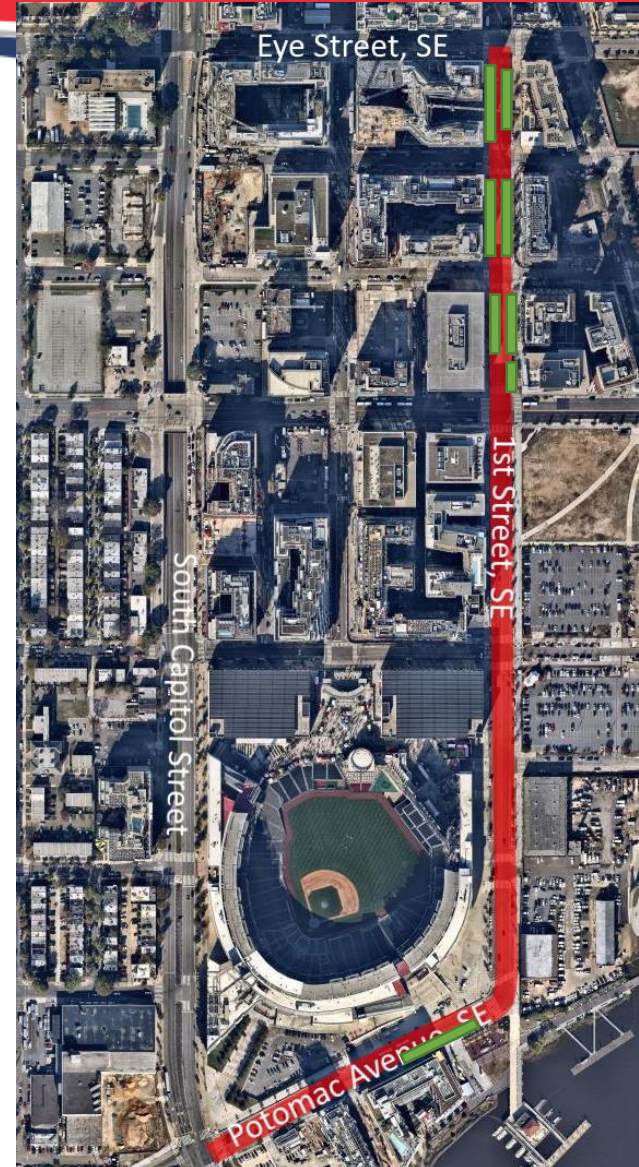
# Phase Three: Parklet structures flush with sidewalk

Continue to include all previous elements – possibly in a more permanent structure.





# Curbside Activation Opportunities



# Potential Stakeholders

- Capitol Riverfront BID
- Residential building associations
- Retail tenants

**DACHA**  
RESTAURANT | BAR | BEER GARDEN

NAVY YARD



**M through South Capitol Streets, SE**

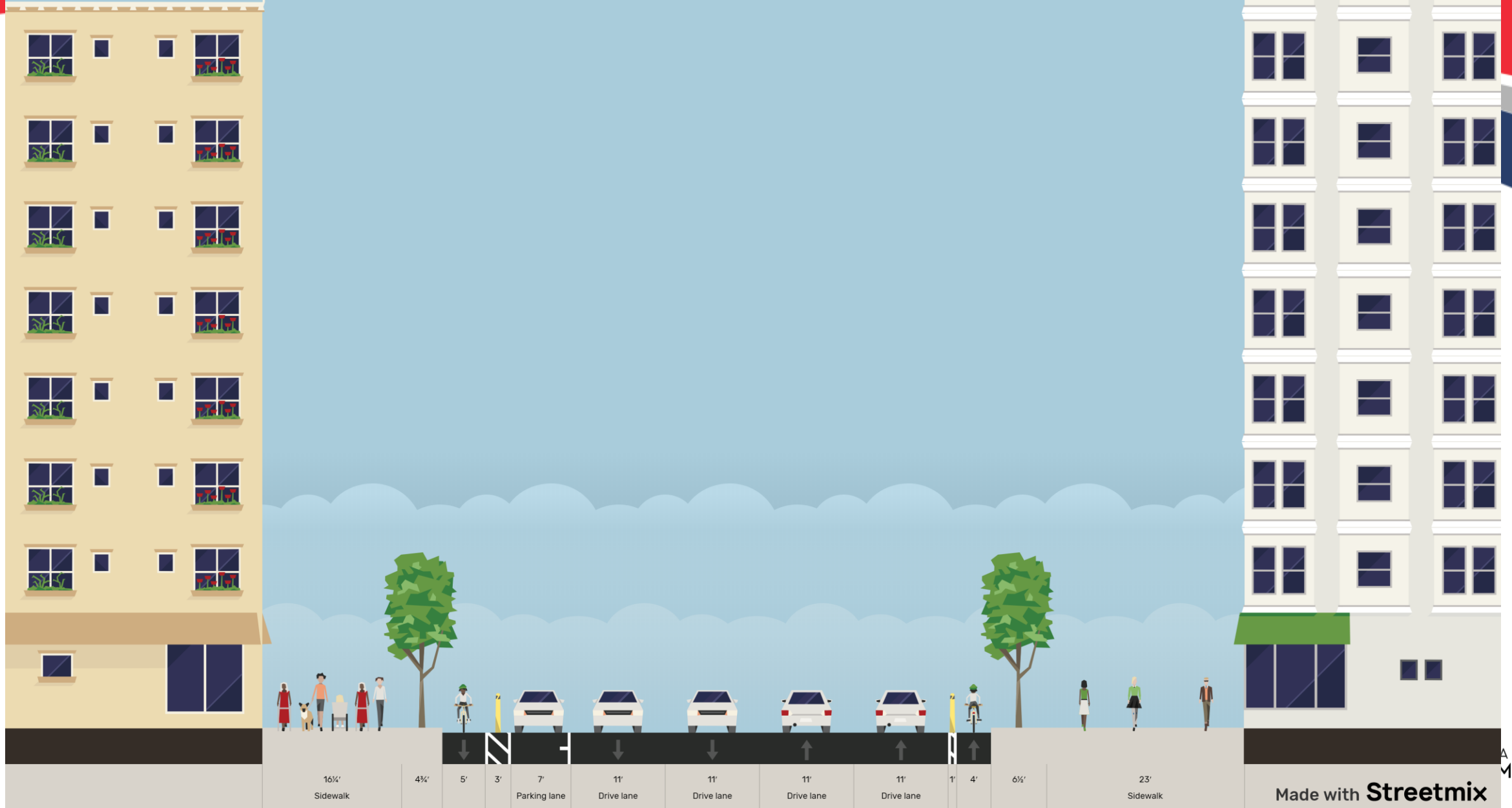


# Corridor Concerns

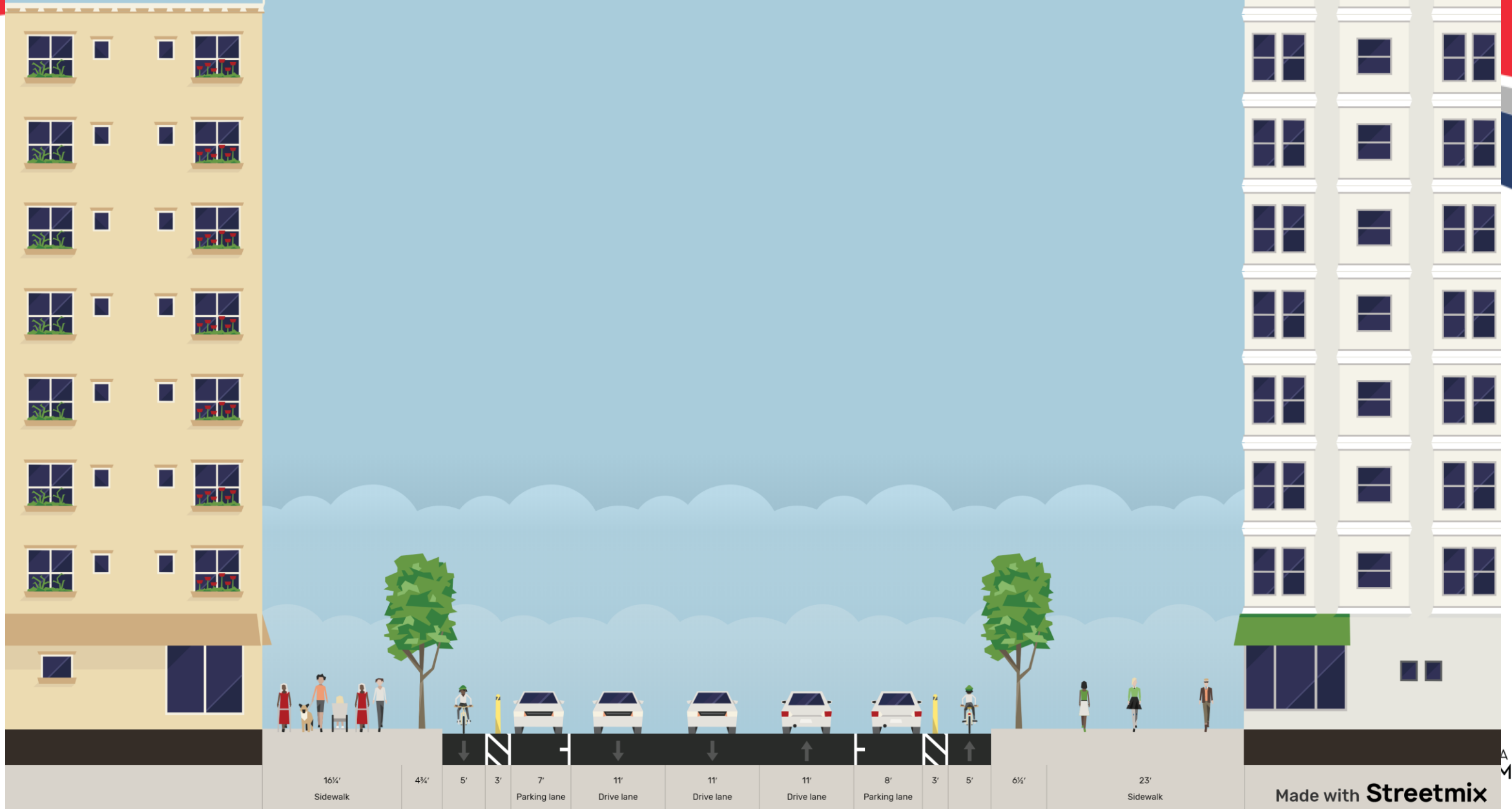
- High speeds
  - 16 crashes with 19 injuries from 2015-2020
    - 4 'non-motorists' involved
- Loading from travel lanes
  - NB outside lane on 1st de facto parking lane
  - Lack of buffer between bike lane and parked cars puts cyclists at risk of "dooring"
  - Weaving and swerving from blocked travel lane leads to side swipes



# Existing: 1st Street, SE: M through N Streets, SE

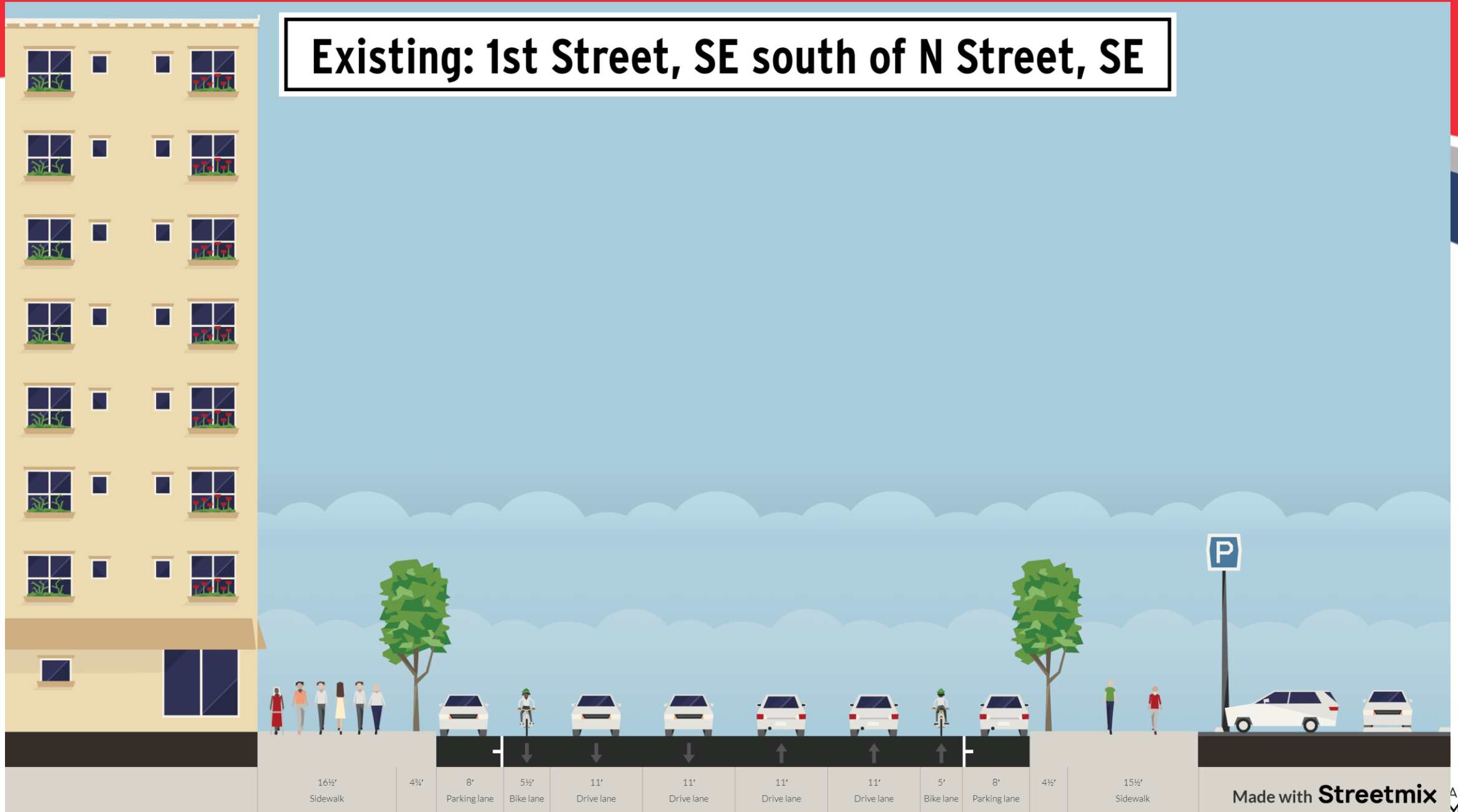


# Proposed: 1st Street, SE: M through N Streets, SE

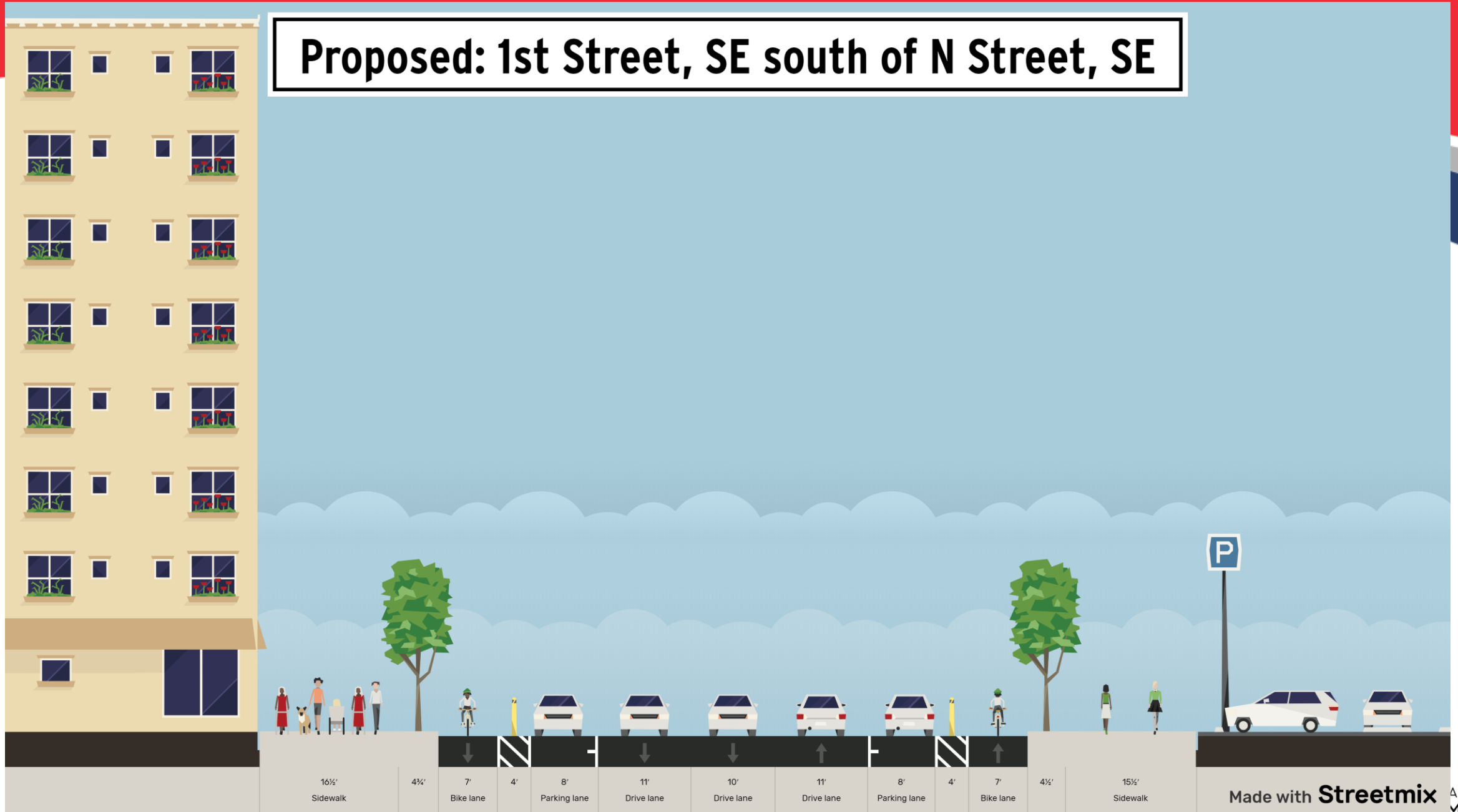




# Existing: 1st Street, SE south of N Street, SE



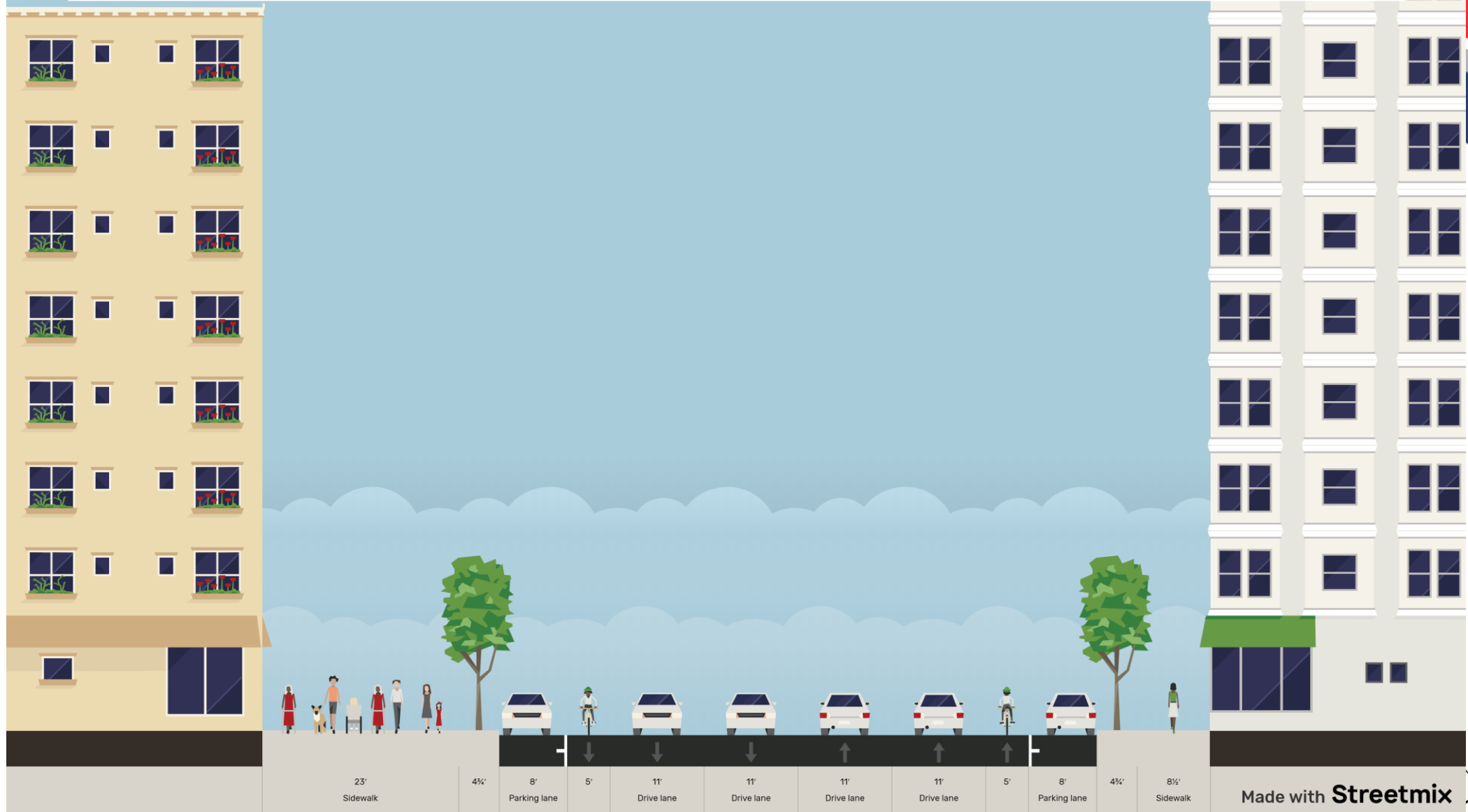
# Proposed: 1st Street, SE south of N Street, SE



Made with **Streetmix**

A  
COUNCIL MEMBER, MAYOR

# Existing: Potomac Avenue, SE: South Capitol through 1st Street, SE

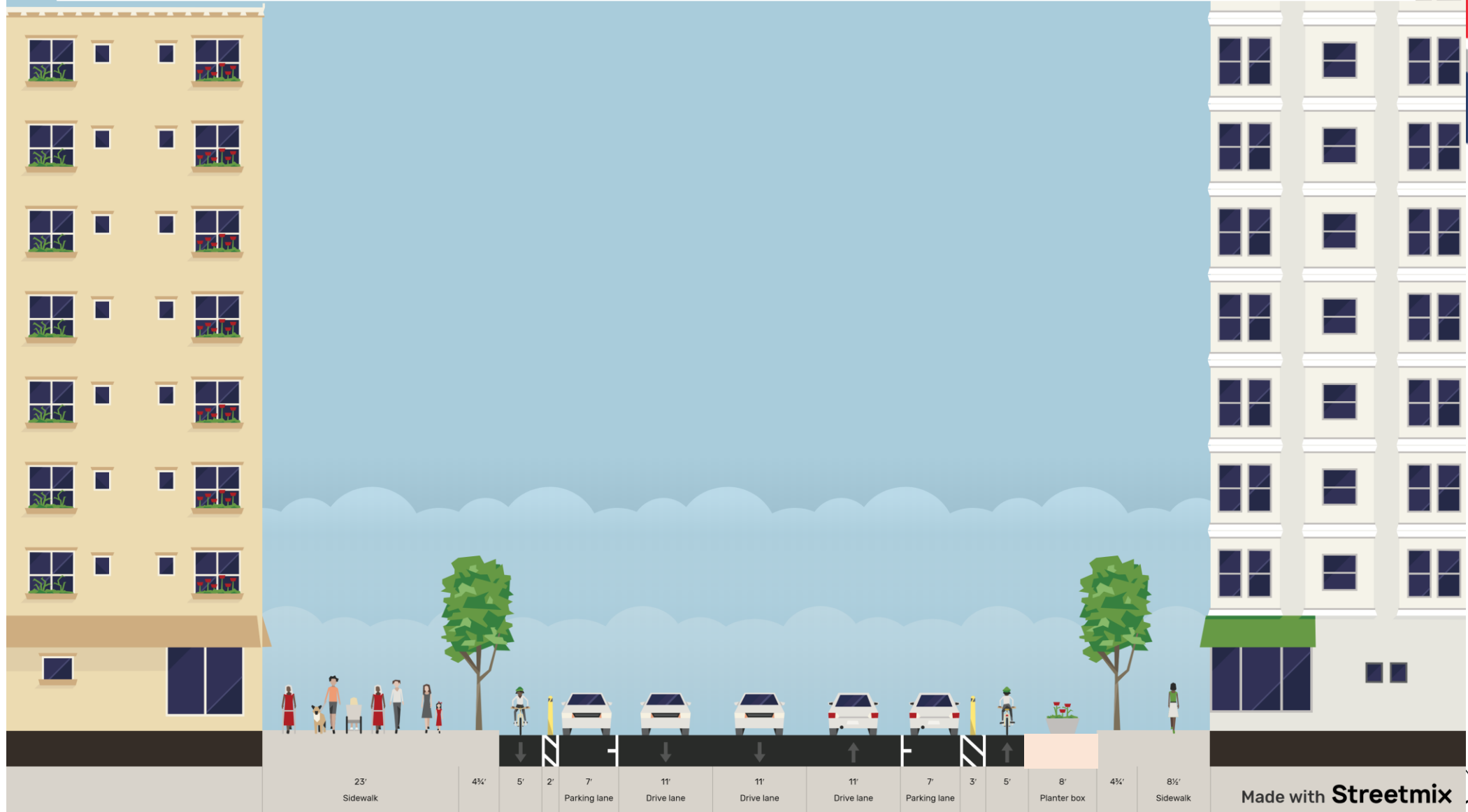


Made with **Streetmix**

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COLUMBIA  
OWSER, MAYOR



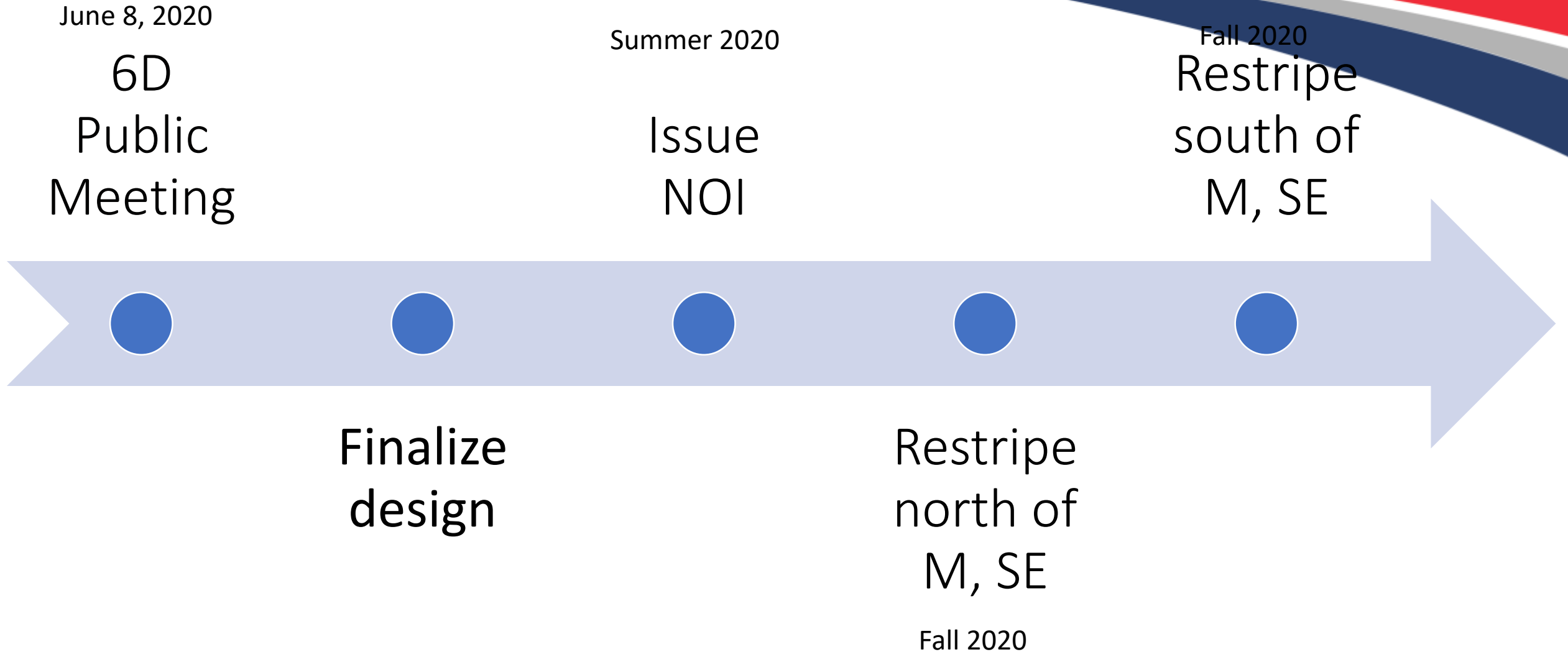
# Proposed: Potomac Avenue, SE: South Capitol through 1st Street, SE



# Next Steps

- Gather feedback from the community and incorporate into design
  - Loading, PUDO
  - Curbside activation
- Finalize design
- Restripe in phases:
  - North of M, SE
  - South of M, SE

# Proposed Timeline







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